August 2024

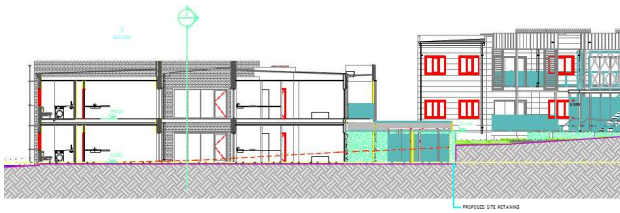
Draft

Lot 952 Stranmore Boulevard, Bayonet Head

Prepared For:

Advance Housing

Transport Impact Statement Report



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DOCUMENT ISSUE AUTHORISATION

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Donald Veal Consultants Pty Ltd

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1 INTRODUCTION

1.1 BACKGROUND

Advance Housing has commissioned Donald Veal Consultants (DVC) to prepare this Transport Impact Statement (TIS) to support its Development Application to develop social housing on Lot 952 Stranmore Boulevard, Bayonet Head within the City of Albany.

1.2 SCOPE OF ASSESSMENT

This TIS has been prepared in accordance with the *Western Australian Planning Commission's (WAPC's) Transport Assessment Guidelines for Developments Volume 4 Subdivision (2016).*

The intent of this report is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.

The number of vehicle movements generated during the peak hour is expected to be minor. The level of transport generation is therefore considered to be a 'moderate impact' development according to the WAPC Guidelines. A "moderate impact" development is one that generates between 10 - 100 additional vehicle trips in the development's peak hour and would only require a brief Transport Impact Statement.

2 EXISTING SITE CONDITIONS

2.1 SITE LOCATION

The site is located approximately 7km from the northeast of Albany CBD on Lot 952 Stranmore Boulevard, Bayonet Head. It is bounded by Stranmore Boulevard to the north, Ballindean Avenue to the east, Ascanius Parade to the southwest and Omrah Lane to the south.

Figure 2.1 shows an aerial view of the subject site and its location in a local context.

Figure 2.1: Aerial View of Local Context ***Source: MetroMap***

2.2 CURRENT LAND USES

The site is currently vacant.

2.3 ROAD HIERARCHY CLASSIFICATION

Lower King Road is classified as a Regional Distributor Road with the posted speed of 60km/h and changing to 80km/h from 100m south of the roundabout with Hooper Road and Stranmore Boulevard.

Stranmore Boulevard is classified as a Local Distributor Road under Main Roads Western Australia's (MRWA's) Functional Road Hierarchy, whilst Ballindean Avenue, Ascanius Parade and Omrah Lane are classified as Access Road as shown in **Figure 2.2**. All have default urban speed limits of 50km/h.

Figure 2.2: Road Hierarchy *Source: MRWA Crash Map*

2.4 TRAFFIC VOLUMES

No traffic counts were available for the roads within the vicinity of the proposed development; however, traffic volumes are expected to be local traffic only. Especially, since the area is newly developed.

2.5 CRASH HISTORY

The MRWA CARS database was interrogated to identify crashes that occurred in the latest 5-year reporting period, 2019 – 2023.

The database returned records of one crash within this period as shown in **Figure 2.3**. The crash was recorded as minor property damage only and occurred at the roundabout of Hooper Road, Lower Kind Road and Stranmore Boulevard.

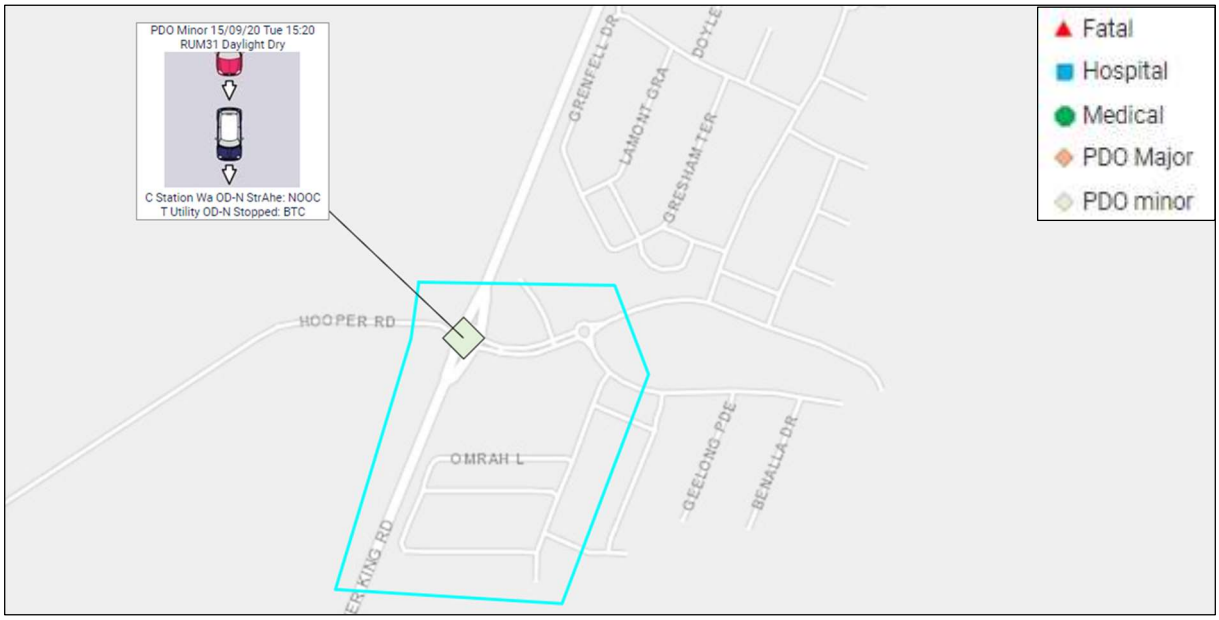

Figure 2.3: Crash Diagram *Source: MRWA Crash Map*

2.6 PLANNED CHANGES TO THE ADJACENT ROAD NETWORK

DVC is aware that of the adjacent road network is still being developed to meet the subdivision commitment in Bayonet Head. However, the roads immediately adjacent the site have been built to their ultimate configuration.

3 PROPOSED DEVELOPMENT

3.1 PROPOSED LAND USES

The development proposal envisages provision of 36 social housing units in four separate two-storey buildings. These will provide 18 two-bedroom units and 18 one-bedroom units as shown in **Figure 3.1**.

3.2 SITE ACCESS AND INTERNAL ROAD NETWORK

Access to the site is provided by three 6m wide driveways; two along Ascanius Parade and one on Ballindean Avenue. Each driveway will service between 12 and 18 parking bays. There is no internal connection between the driveways.

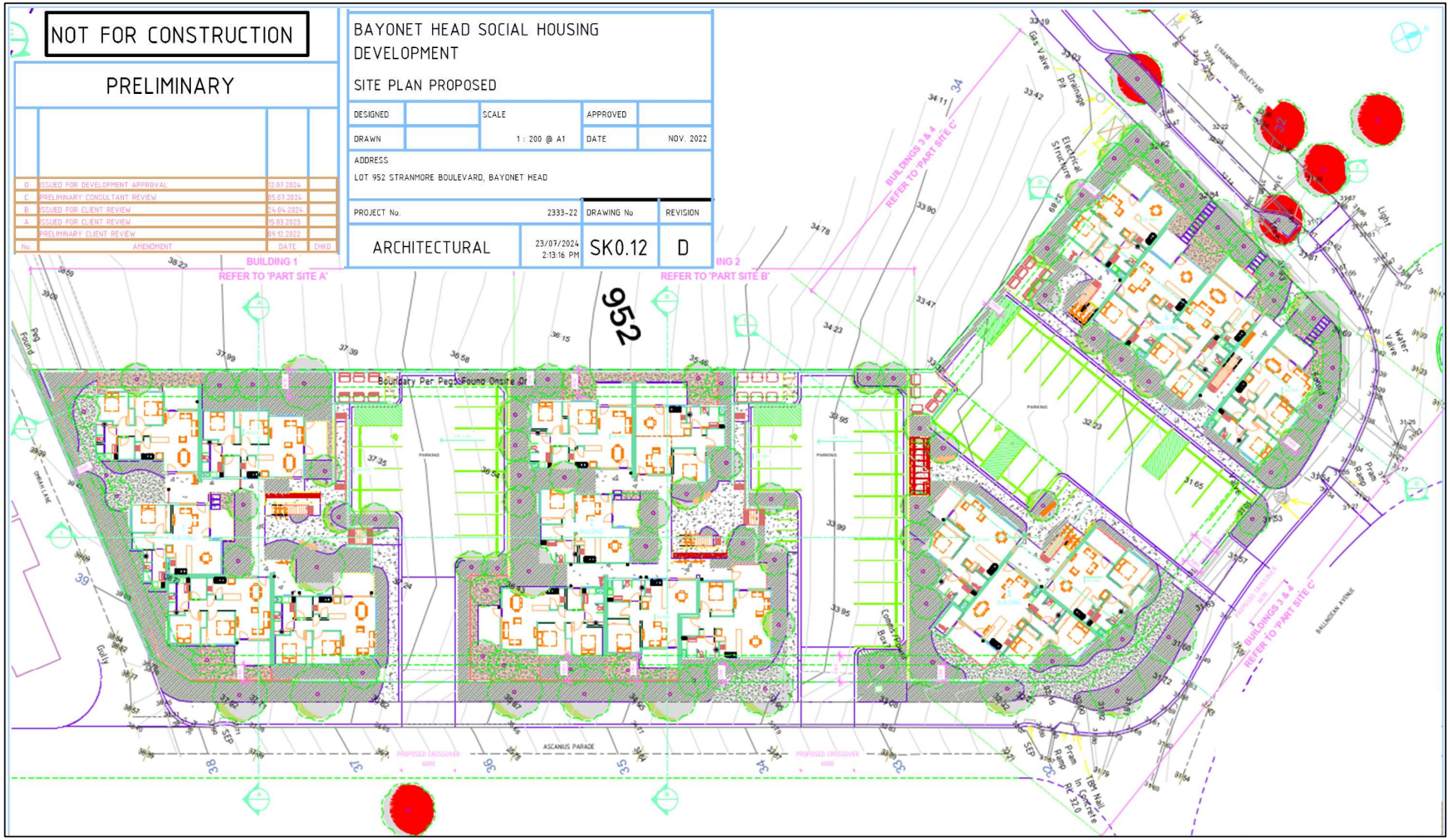

Figure 3.1: Proposed Site Development Plan *Source: H + H Architects*

4 ANALYSIS OF TRANSPORT NETWORKS

4.1 TRIP GENERATION RATES

Typical peak hour trip generation rates for various land uses are shown in the WAPC Transport Impact Assessment Guidelines 2016 (Table 1, Volume 5) and replicated below as **Table 4.1**.

Table 4.1: Typical Land Use Vehicle Trip Rates *Source: WAPC Guidelines Vol 5 Table 1*

LAND USE	UNIT	AM peak hour trip rate			PM peak hour trip rate		
		In	Out	Total	In	Out	Total
Residential	Dwellings	0.2	0.6	0.8	0.5	0.3	0.8
School	Pupils	0.5	0.5	1.0	0.5	0.5	1.0
Commercial	100m² GFA	1.6	0.4	2.0	0.4	1.6	2.0
Retail (Food) [ab]	100m² GFA	2.0	0.5	2.5	5.0	5.0	10.0
Retail (Non-food) [b]	100m² GFA	1.0	0.25	1.25	2.0	2.0	4.0
Industrial	100m² GFA	0.8	0.2	1.0	0.2	0.8	1.0

GFA = gross floor area

a – These rates should be applied to retail developments/ shopping centres that have a significant food retail component.

b – The trip rates for both food and non-food retail stores can vary significantly depending upon a number of issues including type of goods sold, location and size. Caution should be used in applying these rates arbitrarily.

Based on this source, the 36 residential dwelling units may generate some 29 trips in the peak hour. However, in practice the trip rates for this social housing project are likely to be much lower.

4.2 TRIP DISTRIBUTION AND ASSIGNMENT

Distribution of the peak hour trips would be shared across the three driveways, thereby demonstrating the low impact of the generated traffic on the surrounding roads. All trips are likely to be to and from Lower King Road, using the roundabout on Stranmore Boulevard to access Ballindean Avenue. Some 60% of the traffic (up to 18 trips in the peak hour), are expected to turn into/out of Ascanius Parade.

4.3 PARKING

The City of Albany Local Planning Scheme No. 2, gazetted on 27th February 2024, indicates that parking for residential dwellings should be provided in accordance with the R-Codes.

The development is designed as R60 housing and is within the Mixed Use & R60 Zone indicated in the interim Outline Development Plan, shown on the City of Albany website and reproduced in **Figure 4.1**. Thus, the medium density R-Codes Volume 1 Part C applies to this development.

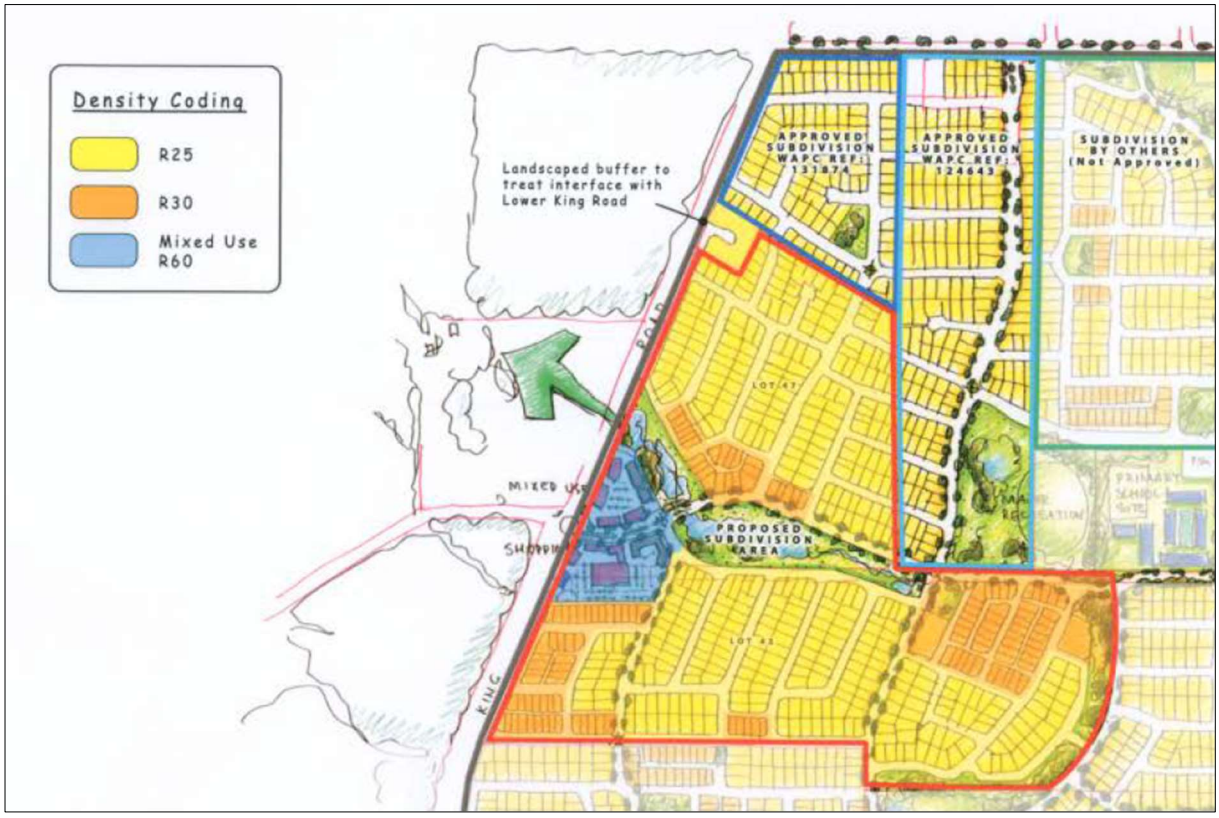

Figure 4.1: Zoning Densities as per Interim ODP *Source: City of Albany website*

As per R-Codes Part C Table 2.3a, one parking bay per dwelling is required as a minimum as the site is not served by a high-frequency railway line or within 250m of a transit bus stop. In addition, visitor parking is required at a rate of three visitor bays plus one additional space per four dwellings or part thereof for 13 dwellings or more. Hence, for 36 dwellings there is a requirement for 45 parking bays comprising 36 for residents and 9 for visitors.

The design shows 45 parking bays and therefore compliant. There are 18 bays accessed via the driveway onto Ballindean Avenue, 15 bays accessed via the northern driveway onto Ascanius Parade and a further 12 bays via the southern Ascanius Parade driveway. Three ACROD bays are included, with one in each of the three parking areas.

Bicycle parking requirements for multiple dwellings is at the rate of 0.5 space per dwelling for residents and 0.1 space per dwelling for visitors. This equates to a requirement for 22 bike spaces. Adequate bike racks/spaces are proposed within the design, making it compliant with the R-Codes.

Parking bays each measure 2.4m x 5.5m and the parking aisles are 6m in width, which is compliant with the requirements of AS2890.1 for residential parking.

The car park area access off Ballindean Avenue has a designated turnaround area at the far end to enable drivers to enter and exit the car park in a forward gear if all bays are occupied. The two parking areas accessed off Ascanius Parade do not have provision for a turnaround bay. Drivers would be reliant on at least one bay being vacant in order to turnaround and exit in a forward gear.

4.4 SERVICE VEHICLES

All household waste bins will be placed on the roadside verge for collection by the council refuse truck. There will be no truck access to the site.

4.5 ROAD SAFETY

The crash record for the surrounding road network does not point to any particular road safety issues with the current road layout. The proposed development plan shows a layout conducive to promoting a slow speed environment and does not raise any road safety concerns.

5 SUSTAINABLE TRANSPORT

5.1 BUS ROUTES

Albany Bus Network Map shows Bus Route 804 operating near the site, along Stranmore Boulevard, as shown in **Figure 5.1**. This bus route is a circular service to and from Albany CBD, servicing Bayonet Head. Bus stops are located on Stranmore Boulevard between its intersection with Lower King Road and Ballindean Avenue, within a short walk of the development, less than 100m from the driveway on Ballindean Avenue.

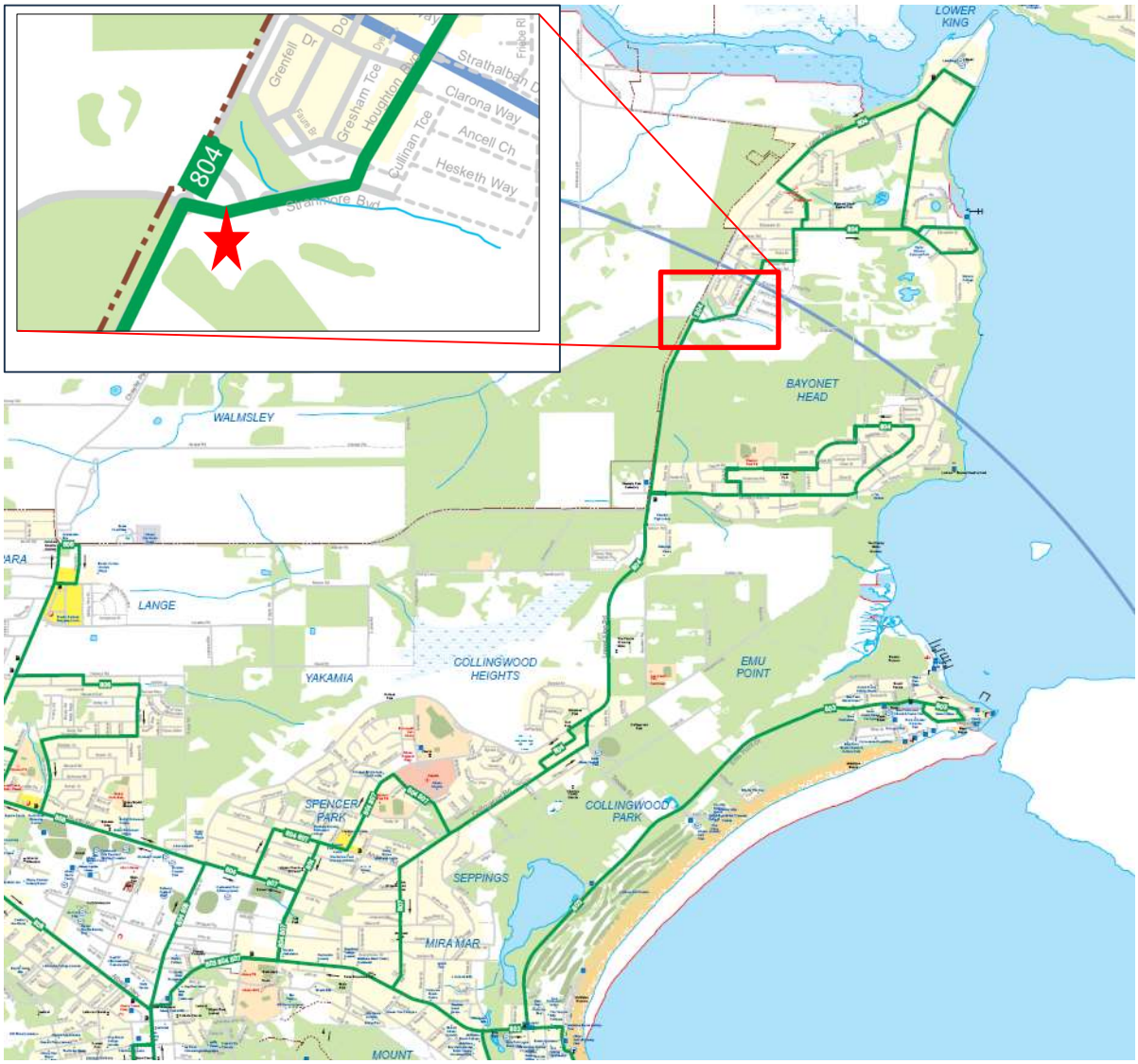

Figure 5.1: Albany Bus Network *Source: City of Albany website*

5.2 PEDESTRIAN AND CYCLE ACCESS FACILITIES

Footpaths exist along all the road frontages to the proposed development. Whilst there are no dedicated on-street cycle lanes, traffic volumes are relatively low, meaning that on-street cycling is appropriate.

6 SUMMARY AND RECOMMENDATION

6.1 SUMMARY

Advance Housing has commissioned Donald Veal Consultants to prepare this Transport Impact Statement (TIS) report in support of its Development Application for social housing on Lot 952 Stranmore Boulevard, Bayonet Head within the City of Albany.

The development proposal envisages provision of 36 social housing units in four separate two-storey buildings. These will provide 18 two-bedroom units and 18 one-bedroom units.

Access to the site is provided by three 6m wide driveways; two along Ascanius Parade and one on Ballindean Avenue. Each driveway will service between 12 and 18 parking bays. There is no internal connection between the driveways.

The site is expected to generate low volumes of traffic during the peak hours, distributed across three accesses and detailed analysis is therefore not warranted.

Some 45 car parking bays are proposed together with 22 bike spaces, making these components compliant with R-Codes requirements. Three ACROD bays are included, one in each parking area.

A turnaround bay is provided in the car park area off Ballindean Boulevard, however, there is no such facility in either of the two parking areas accessed off Ascanius Parade. Use of the ACROD shared space is not permitted as a substitute for a turnaround space.

The proposed development plan shows a layout conducive to producing a slow-speed environment and does not raise any road safety concerns.

6.2 RECOMMENDATION

To address the turnaround bay requirement in the two parking areas accessed off Ascanius Parade, we recommend the applicant seek a reduction of two visitor bays, one in each car park, so that a turnaround area can be provided. Alternatively, at least two embayed visitor bays could be provided on street between the Ascanius Parade driveways in compensation.

Based on the assessment documented in this report, and the proviso of adopting the recommended adjustment to address the turnaround issue in the parking areas off Ascanius Parade, we fully support the development application in terms of its traffic and road safety impact and recommend its approval.